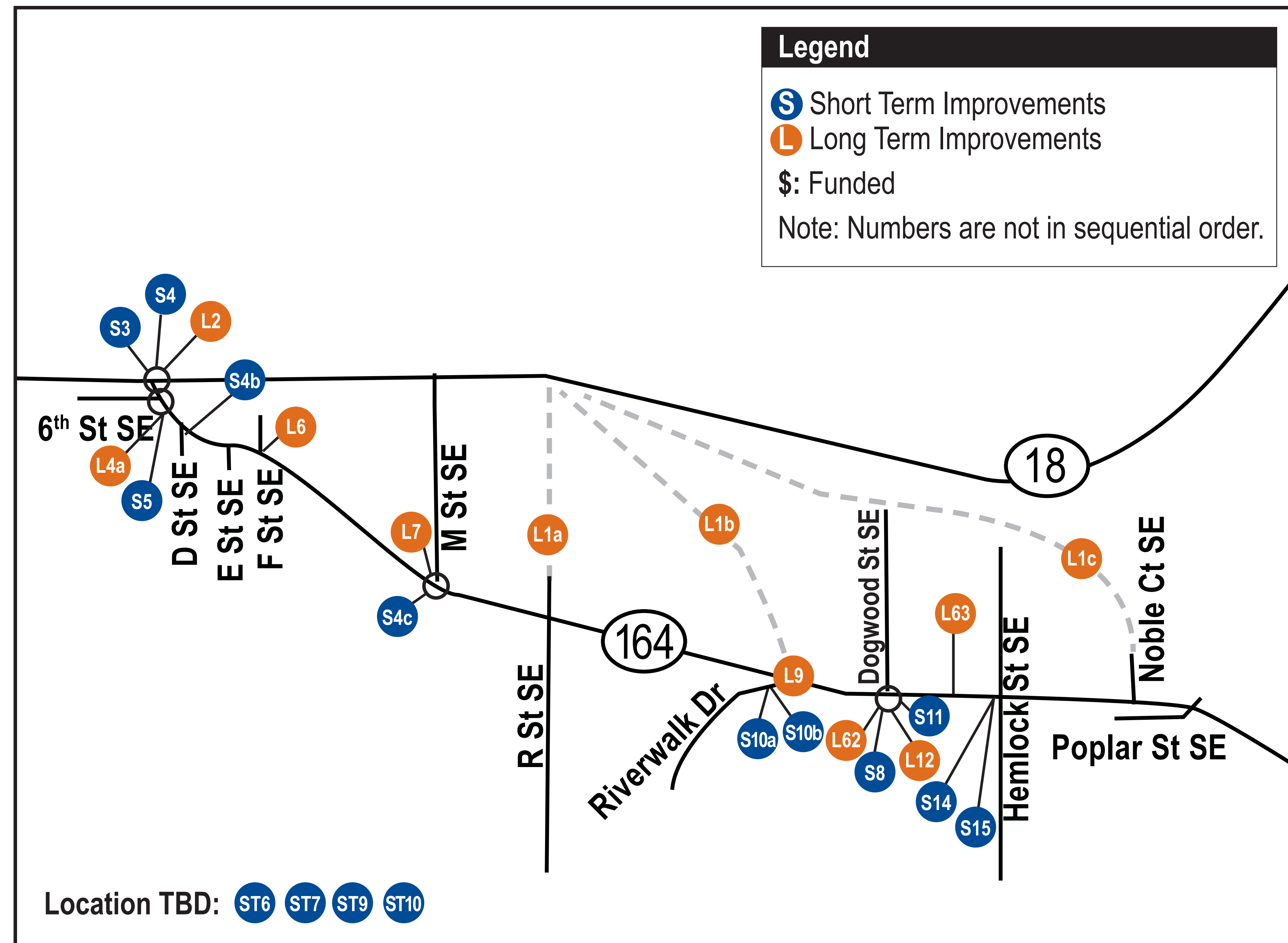




Auburn Segment: SR 18 Interchange to Noble Court SE



Short-Term Improvements

- S3** SR 164 from SR 18 to east of F Street SE
Incorporated Into Project Number L2
Manage access to SR 164 to address the high accident location from SR 18 to F Street SE.
- S4** SR 164 from SR 18 vicinity to Dogwood Street SE - \$
Repave the roadway.
- S4b** Phase 2 - SR 164 from D Street to just east of the mid-block Pedestrian Crossing located between D Street and E Street
Incorporated Into Project Number L2
Improve the intersection and restripe the roadway at F Street to enhance traffic flow.
- S4c** Phase 3 - M Street SE
Modify the traffic signal and intersection.
- S5** SR 164 from 6th Street SE to just east of D Street SE - \$
Incorporated Into Project Number L2
Manage access to SR 164 and widen roadway shoulders to address the pedestrian accident location near 8th Street SE.
- S8** SR 164 @ Dogwood Street SE - \$
Improve traffic signal timing, relocate bus zones, and provide safety improvements including an advance warning sign to alert drivers of upcoming intersection to address the high accident corridor east of 17th Street SE to east of Poplar Street SE.

- S10a** SR 164 from Muckleshoot Casino/Riverwalk Drive to Hemlock Street SE
Widen the roadway.
- S10b** SR 164 east of Dogwood Street SE
Provide a mid-block pedestrian crossing east of Dogwood Street SE.
- S11** SR 164 @ Dogwood Street SE
Improve the intersection to enhance traffic flow. Specific intersection improvements will be determined during the project design phase.
- S14** SR 164 @ Hemlock Street SE
Improve the intersection at Hemlock Street SE to enhance traffic flow. Hemlock Street SE is a traffic "bottleneck" location and this project will address the congestion. Specific intersection improvements will be determined during the project design phase.
- S15** SR 164 @ Hemlock Street SE
Incorporated Into Project Number S14
Improve the intersection at Hemlock Street SE by restriping the roadway and adding travel lanes to enhance traffic flow. WSDOT recognizes this as a "bottleneck" location. Specific intersection improvements will be determined during the project design phase.
- ST6*** Location to be determined
Give transit signal priority near all future park-and-ride lots along the corridor.
- ST7*** SR 164 (Corridor Wide)
Corridor Working Group agencies identify ways to manage travel demand along SR 164 (e.g. carpool to work).
- ST9*** SR 164 Traveler Information Services
Post traffic conditions and photo information on the WSDOT Seattle Area Traffic Website (<http://www.wsdot.wa.gov/traffic/seattle/>)
- ST10*** SR 164 Traveler Information Services
Provide motorists with real time traffic information in their direction of travel by installing and managing message signs at strategic locations. Such locations to be determined during the project design phase.

Long-Term Improvements

- L1a*** Link road from SR 164 to new SR 18/R Street interchange
Build a new R Street interchange at SR 18 and a new road along R Street which links SR 164 to SR 18 to improve traffic flow along SR 164. The new R Street interchange would only access SR 18 from the south.
- L1b*** Link road from Riverwalk Drive to new SR 18/R Street interchange
Build a new R Street interchange at SR 18 and a new road along Riverwalk Drive to R Street which links SR 164 to SR 18 to improve traffic flow along SR 164. The new R Street interchange would only access SR 18 from the south.
- L1c*** Link road from Noble Court to New R Street interchange
Build a new R Street interchange at SR 18 and a new road to link Noble Court to the R Street / SR 18 interchange to improve traffic flow along SR 164. The linking road would travel along the top of the plateau toward R Street. The new R Street interchange would only access SR 18 from the south.
- L2** SR 164 from SR 18 to F Street SE
Improve the intersection and widen the roadway to enhance flow at the SR 18 eastbound on-ramp. Manage access along SR 164 to address the high accident location from SR 18 to F Street SE. Specific intersection improvements will be determined during the project design phase.
- L4a** Phase 1 - SR 164 from 6th Street SE to just east of D Street SE
Incorporated Into Project Number L2
Widen the road and synchronize traffic signals to address the high accident location from SR 18 to F Street SE.
- L6** SR 164 @ F Street SE
Incorporated Into Project Number L2
Add an additional lane in each direction or a dedicated southbound left turn lane.
- L7** SR 164 @ M Street SE
Incorporated Into Project Number L2
Add lanes in both directions to improve traffic flow at M Street SE. Add southbound left and right turn lanes to help address the high accident location west of M Street SE to east of 17th Street SE.
- L9** SR 164 in the Muckleshoot Casino/Riverwalk Drive Vicinity
Address the high accident corridor east of 17th Street SE to east of Poplar Street SE by managing access to SR 164. Widen the road and improve pedestrian access to address the pedestrian accident location near the Muckleshoot Casino.
- L12** SR 164 from Dogwood Street SE to Academy Drive
Widen the roadway to five lanes to improve traffic flow and allow for pedestrian access.
- L62** SR 164 from Dogwood Street SE to Poplar Street SE vicinity
Manage access to SR 164 to address the high accident corridor east of 17th Street SE to east of Poplar Street SE. Build sidewalks on both sides of SR 164 to improve pedestrian safety and access.
- L63** Parallel to SR 164 from Elm Street to 158th Avenue SE (terminating at the proposed Skoptobsh Village Trail)
Build a trail for non-motorized users that is parallel to SR 164 from Elm Street to 158th Avenue SE. (Begins in Auburn segment and ends in Muckleshoot segment)
- L67*** SR 164 at the SR 18 on and off ramps
Improve interchange to address congestion at SR 164 and SR 18

*Note: These projects are recommended for further analysis and may not be included in the final Route Development Plan